

2. Land Use Plan.

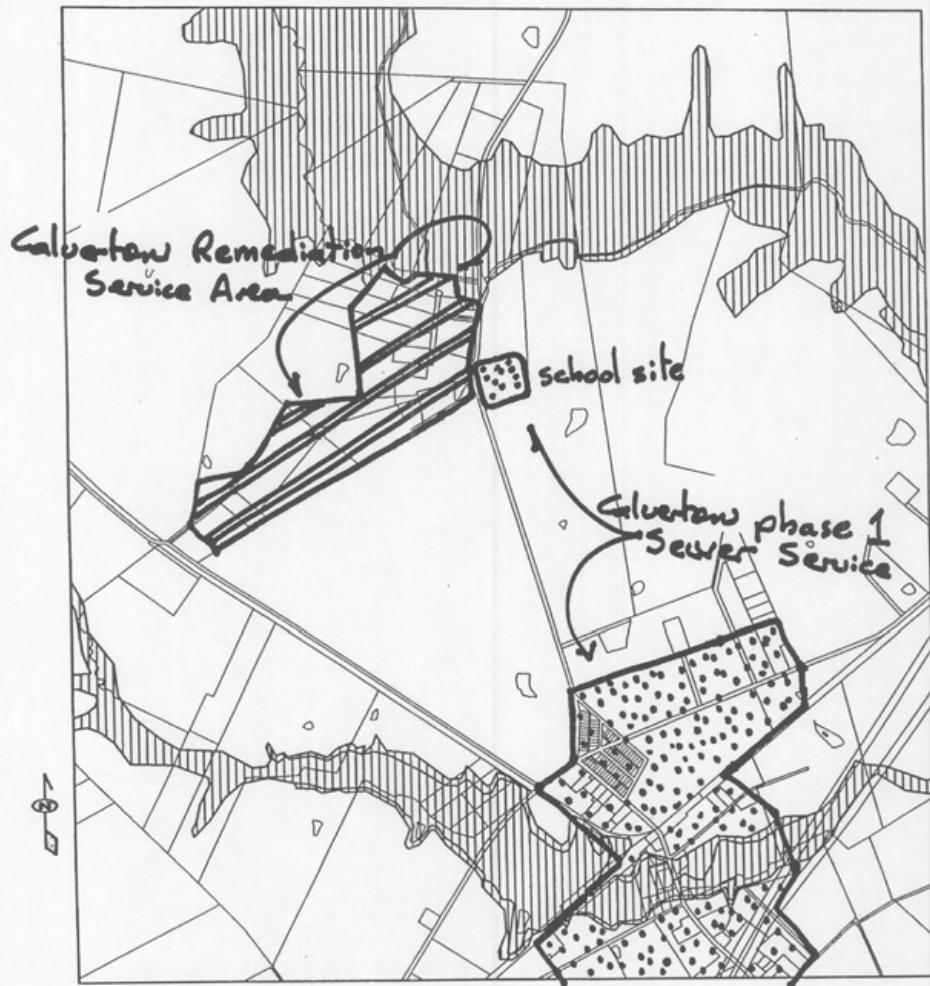
- a. Land Use Plan. Map 6.6D represents the Land Use Plan of Calverton. The core of the community is located at the intersection of Routes 616, 603 and 28, and the existing railroad right-of-way. Land uses within the wedges generated by these corridors would include commercial, and mixed commercial/residential uses. Immediately south of this core would be a major park, located within the 100 year floodplain of Owl Run. Two land bays in the southwestern quadrant of the Service District would be reserved for light industrial uses, while the south-eastern quadrant would be reserved for single family, low density residential. One development bay to the north of Calverton's village core would be reserved for a new school site, which can serve as a middle school in the future for Catlett and Midland. This new school would be separated from the existing H.M. Pearson School by an active recreational park. Land located north of Route 28, to the east of Calverton would be reserved for a Hi-tech office/industrial use.

Tables 6.9 C and 6.9 D present a land use summary for all categories of land uses, as well as the projected number of residential dwellings and residents.

- b. Plan Precondition. The plan outlined in this section and the Calverton Village Service District are both based on the implementation of a cost effective public sewer system. (See pages 14 - 16 for a discussion of past efforts to develop a cost-effective sewer program for Catlett and Calverton.) Significant change of this precondition should be referred to the Catlett and Calverton Citizen Committees for their comment.
- c. Phase 1 of the proposed sewer system in Calverton is shown on Map 6.6E.

Plan Phasing. Phase 1 is intended to provide sewer service to existing dwellings and commercial uses in Calverton that are experiencing failing drainfields, and some modest "infill" between these existing uses. Map 6.6E also shows two satellite service districts serving H.M. Pearson Elementary and Southeaster Schools. The same map further shows a potential sewer remediation district designation opposite H.M. Pearson School. This potential remediation district would be available for existing dwellings with no other practical on-site recourse, and that must have a connection with public sewer. Phase 1 would be limited to the area shown on Map 6.6E. Allocated capacity would be some $\pm 35,000$ gallons per day, and no further expansion of these districts is anticipated until after existing failing drainfields were remedied. A small diameter collection and wastewater treatment system currently under consideration is modular in nature, with a disposal site identified to the west of the Village of Catlett.

Phase 2, or subsequent sewer facility and collection system expansion would need to be funded by future development consistent with the Calverton Village Service District Plan. Extension of sewer service beyond Phase 1 and/or Phase 2 boundaries would require an amendment to the Comprehensive Plan.



Village of Calverton



1 inch = 1478.794 Feet.
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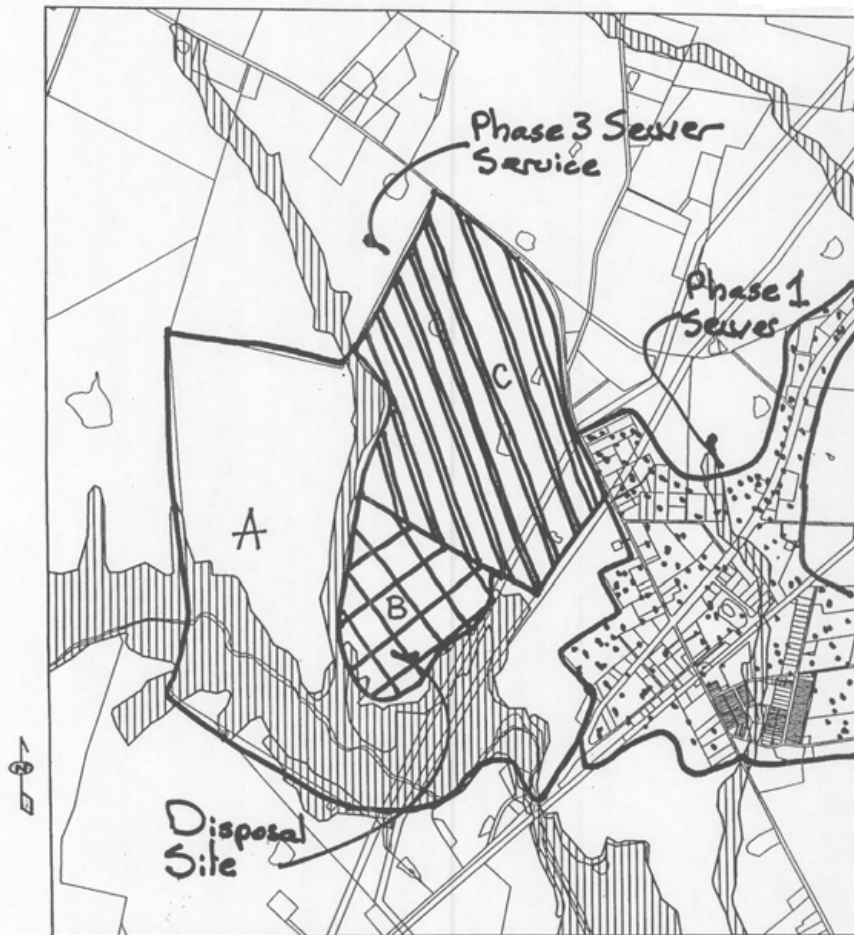
Fauquier County
Remediation District

*Catlett, Calverton and Midland
Village Service District Plan*

system expansion, if any, would need to be funded by future development consistent with the Village Service District Plan.

Due to design, permitting, construction and funding considerations, the Phase 1 sewer infrastructure is expected to take up to three years to become operational. No connections would be allowed outside the Phase 1 area unless there were an established drainfield failure of an existing home. Any change of phasing or expansion of service area would require an amendment to the Comprehensive Plan.

Map 6.6C1, termed PHASE 3 SEWER SERVICE, identifies the location of the proposed treated effluent disposal site, which is shown in cross-hatching and marked as B. The areas marked as A, B and C form one parcel, with A outside, and C within the Service District. The map also shows a portion of Phase 1, and thus reveals that this parcel is not scheduled for sewer service in Phase 1. Following completion of Phase I, and subject to no net increase in development intensity A and C may be the object of a petition, through the Comprehensive Planning process, to add capacity to the planned wastewater treatment facility, for the internal transfer of density consistent with applicable land development regulations. The application would need to demonstrate that adequate additional capacity existed at the disposal site for the proposed development.



Village of Catlett



1 Inch = 1489.283 Feet.
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Phase 3 Sewer Service

Fauquier County

2. *Land Use Planning and Phasing.*

- a. *Land Use Plan.* Map 6.6 F represents the Land Use Plan for the village of Midland. The core of the community is located between Route 28 and the railroad. In the long term, the core of the community will include Route 28 as a boulevard.

Development will be compact in this core area, with a mix of commercial, residential and civic uses. Significant amounts of industrial uses are planned for the area south and east of the railroad, while educational, residential and recreational uses are planned for the area north and west of Route 28. A large park is located to the north of Route 28 and encompasses an area associated with the Midland Airport noise zone. A second large park may be located to the north and east of Routes 28 and 649. In contrast with the local, village focus of the park within Midland, this second park would have a regional character and be used for team sports in southern Fauquier County. Residential land uses may be relocated within the Midland Service District to accommodate the Regional Park.

Development will be arranged in a traditional pattern, with a continuation and enlargement of the existing grid lot layout established a century ago. The grid will be extended north and south between Route 28 and the rail line, but also across Route 28, to form a walkable, compact and pleasing residential neighborhood.

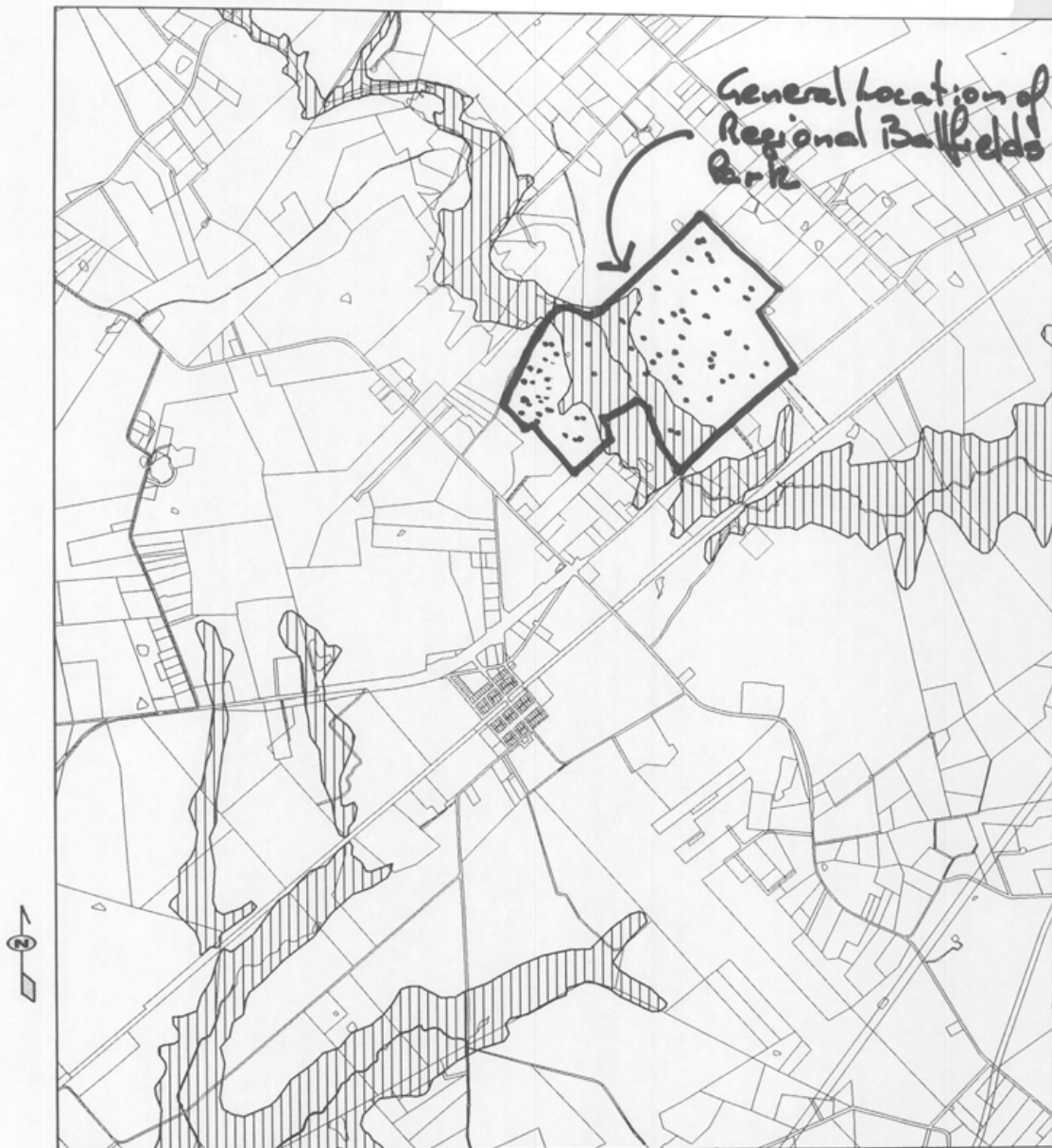
Entrances to the village will be defined by "gateway" open space elements at the southern and northern entrances along Route 28, based on enhancements to the natural floodplain areas adjacent to Marsh Run creek on the southwest and Licking Run creek on the northeast.

The plan as shown would comfortably accommodate about 300 single family dwellings. The plan will also accommodate at least 250,000 square feet of commercial uses and nearly a million of square feet of industrial and flex-warehouse uses.

The land use plan presented in Map 6.6 F resulted in the reduction of the former Service District Boundary, particularly on the northwest side of the village in the area planned for mainly residential uses. This boundary reduction would have the effect of reinforcing the compact pattern of the village in the long term.

Tables 6.9E and 6.9F present a land use summary for all categories, as well as the projected number of residential dwellings and residents.

- b. *Plan Phasing.* The plan outlined in this section is fully dependent upon the implementation of a public sewer system, which has several hurdles to negotiate: system type, scale, cost, funding sources, Rt. 28 and railroad crossings. With the airport facility and existing industrial uses experiencing soil constraints limiting drainfield expansions, a building block partnership should be pursued.



Village of Midland

General Location of
Regional Ballfield Park



Fauquier County

Geographic Information System

1 Inch = 2329.365 Feet.
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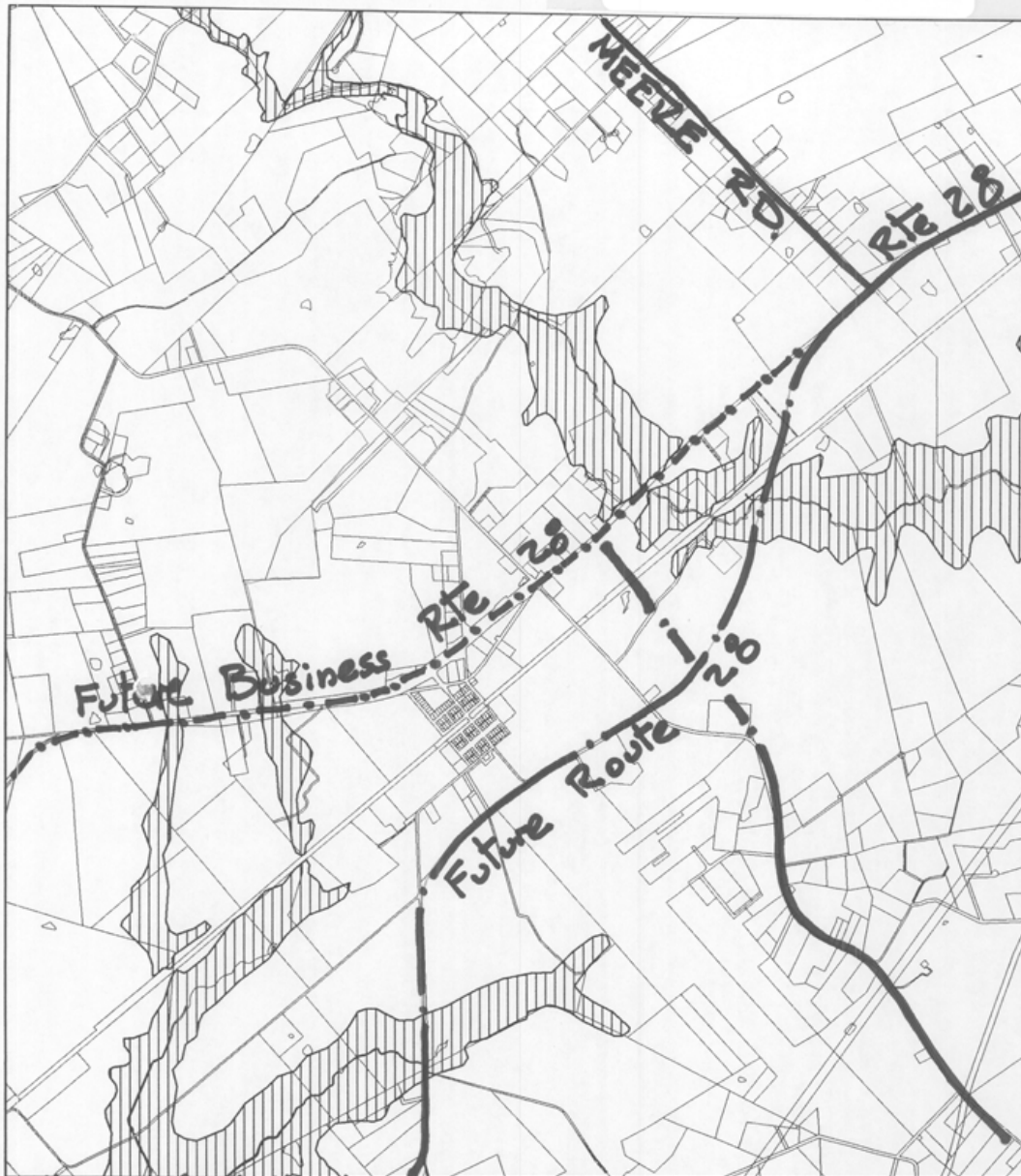
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*Catlett, Calverton & Midland Village
Service District Plan*

- The broad consensus of the citizens is that the village growth for residential development needs to be slow and limited, with the long-term effort placed on its industrial zoning and employment potential. Residents' principal objective was for Midland to remain a true "village" in size, density and character.
- As growth occurs, special efforts should be made to create and reinforce the village character, especially the "human scale", pedestrian convenience, historic character and "connectedness" of both the business and residential areas.
- In the Midland environs, Route 28 will be re-designed as a "village boulevard" within the boundaries of the Village Service District so as to preserve and enhance the historic village character of the community. Such action will provide the quality of place that will allow Midland to remain a community that attracts residents and jobs.
- To accommodate traffic increases on Route 28 in the long term, the County will plan a new four lane road, parallel to the existing Route 28 alignment but south of the railroad, to make it possible to relieve the impact of high volumes of truck traffic and through-traffic on the people and businesses within the village.

Catlett, Calverton and Midland Guidelines

1. **General Design Principles.** The fundamental unit of community design is a mixed use downtown surrounded by residential or employment neighborhoods, then by open farmland and environmental areas.
 - a. Catlett, Calverton and Midland should be distinguished by a well defined "hard edge" of closely spaced buildings in contrast with the open space character of the surrounding countryside.
 - b. Principal points of entry into Catlett, Calverton and Midland should be memorable and the first element of a sequence leading to the settlement's gathering place.
 - c. Each settlement should have a central gathering place; a focal outdoor place edged with lively mutually supportive commercial and/civic spaces for people and should contain, for example, a new or an existing prominent feature(s) as a symbol of center. Features can be in combination, such as a monument, a church, school, library, post office, or a historic core of buildings (residential and commercial).
 - d. A hierarchy of parks and squares should be distributed strategically for maximum benefit and convenience and should culminate in the central gathering place.



Village of Midland
Future Route 28
Alignment in Midland



Fauquier County
Geographic Information System

1 Inch = 2329.365 Feet.
Date Printed : 4/24/2002

This map does not meet